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Major Capital Projects Quarterly Update September 2015

ILLINOIS 53/120 TOLLWAY

Project Status: Following the recommendations of the Illinois Route 53/120 Blue Ribbon Advisory Council, the Tollway has embarked upon a detailed engineering concept, including cost estimates and refinement of traffic and revenue projections. A Finance Committee has been formed to continue to refine project financing. In addition, CMAP is leading a corridor land use plan, in coordination with the Tollway, Lake County, municipalities, and other stakeholders in the area.

Project Website: <http://www.illinoistollway.com/construction-and-planning/community-outreach/illinois-route-53-120-project>

CMAP's Illinois Route 53/120 Corridor Land Use Plan website: <http://www.lakecorridorplan.org/>

Overall Progress since Last Report:

- The Tollway has continued to refine cost estimates and project design as part of the 53/120 Feasibility Study. The Tollway's Finance Committee finalized its feasibility analysis in April.

CMAP's Contribution since Last Report:

- CMAP's corridor land use study is ongoing, and a draft plan is being developed for September. Meetings with stakeholders are ongoing.

JANE BYRNE (FORMERLY CIRCLE) INTERCHANGE

Project Status: Construction is underway. Stage-I elements of the project consist of the cross-road bridges; Stage II will focus on I-290/Congress Parkway; and Stage III will focus on the I-90/94 segment. Completion is expected in 2018.

Project Website: <http://www.circleinterchange.org/>

Overall Progress since Last Report:

- Construction continues, with work on the flyover connecting the westbound Dan Ryan to the westbound Eisenhower beginning in August. A drive-through video animation of this ramp is posted on the [Jane Byrne Interchange web site](#).

CMAP's Contribution since Last Report: None.

CTA RED AND PURPLE LINE MODERNIZATION

Project Status: CTA and Federal Transit Administration (FTA) have initiated the environmental review process for this project. It is expected to be completed in phases, with the first phase consisting of a flyover on the Brown Line to eliminate train delays on the Red and Purple lines north of Belmont station (Red-Purple Bypass Project) and a rebuild of the Lawrence, Argyle, Berwyn, and Bryn Mawr stations along with the tracks and structures between them (Lawrence to Bryn Mawr Modernization Project).

Project Website: <http://www.transitchicago.com/rpmproject/>

Overall Progress since Last Report:

- Draft Environmental Assessments were released for the Bypass and the Lawrence to Bryn Mawr Modernization portions of the project. A public hearing was held for the Bypass element in June; a hearing for the Lawrence to Bryn Mawr element was held in May.

CMAQ's Contribution since Last Report:

- The draft FFY2016-2018 CMAQ program includes \$125 million for the Red-Purple Modernization project.

CTA RED LINE SOUTH

Project Status: CTA is preparing a Draft Environmental Impact Statement (EIS). Several options are currently being evaluated for the Locally Preferred Alternative along the Union Pacific Railroad (UPRR) tracks. Three other alternatives are being considered as well -- a rail alternative along Halsted Street, a bus rapid transit (BRT) alternative along Michigan Avenue, and the no-build alternative.

Project Website: <http://www.transitchicago.com/redeis/default.aspx>

Overall Progress since Last Report:

- Work continues on the environmental review process.

CMAQ's Contribution since Last Report: None.

ELGIN O'HARE/WESTERN ACCESS

Project Status: All approvals are in place for this project. The widening and reconstruction of the existing Elgin-O'Hare Expressway (IL 390) began in 2014. The remaining funding gap has been partly closed with a CMAQ grant and ROW donation by DuPage County.

Project Website: <http://www.illinoistollway.com/construction-and-planning/projects-by-roadway/elgin-o-hare-western-access>

Overall Progress since Last Report:

- Construction continues. In 2015, the Tollway expects to complete improvements to the western segment of IL 390 between Lake Street and Rohlwing Road. In addition, construction will begin to build the eastern segment of the new roadway from I-290 to Illinois Route 83.

CMAQ's Contribution Last Report:

- The draft FFY2016-2018 CMAQ program includes \$29.5 million for ramps at I-294 and North Avenue to supplement the \$68 million award for EOWA-related intersection improvements in the previous CMAQ cycle.

ILLIANA EXPRESSWAY

Project Status: Project construction originally expected 2015 – 2018 with selection of a concessionaire as part of a public-private partnership early in the year. Project appears to be on hold.

Project Website: <http://www.illianacorridor.org/>

Overall Progress since Last Report:

- In June, the governor's office announced that IDOT would remove funding for the Illiana Expressway from the FY 2016-2021 multiyear program.
- Also in June, U.S. District Court judge ruled that the Tier 1 EIS Record of Decision (ROD) submitted by the Federal Highway Administration (FHWA) was invalid.
- In July, a small amount of money was authorized by the governor's office for the Illiana to support consultant services. The administration also filed a proposed rule in July with the Joint Committee on Administrative Rules for sales tax exemptions for building materials that would be used for construction of the Illiana.
- In August, the States of Indiana and Illinois and FHWA filed notice of intent to appeal the District Court decision on the ROD.

CMAQ's Contribution since Last Report:

- None.

I- 290 EISENHOWER EXPRESS TOLL LANES

Project Status: The I-290 Preliminary Engineering and Environmental (Phase I) Study started from a clean slate in fall of 2009. The process will result in an EIS for the reconstruction of I-290 from west of Mannheim Road to Racine Avenue. The alternatives have been narrowed to four to be carried forward in the draft EIS, which should be released in November 2015. The intended release date was originally spring of 2015, but additional work on drainage modeling extended the deadline. A CTA Blue Line Vision Study is underway and will address physical conditions, service characteristics and ridership.

Project Website: <http://www.eisenhowerexpressway.com/>

Overall Progress since Last Report: An Oak Park working group was established. One-on-one meetings with other communities are ongoing. In addition, agency coordination with park districts, Cook County, CTA & CSX, the Water Reclamation District and the Chicago Department of Transportation are ongoing. Proposed access modifications were presented to the Corridor Advisory Group Meeting #20, held on August 27, 2015. An analysis of the impacts on access distances was presented. The access distance does not seem to be greatly impacted. Air quality and noise analyses were also presented. A public hearing is tentatively scheduled for December 2015.

CMAQ's Contribution since Last Report: CMAP continues to participate in the Corridor Advisory Group.

I-294/57 INTERCHANGE

Status: Partial interchange opened in October 2014. New ramps were constructed to connect northbound I-57 to northbound I-294 and southbound I-294 to southbound I-57, as well as an exit ramp from southbound I-294 to 147th Street and an entrance ramp from 147th Street to northbound I-294. The full interchange is expected to be complete in 2024.

Project Website: <http://www.illinoistollway.com/construction-and-planning/projects-by-roadway/tri-state-tollway-i-94/i294/i-80/294-57interchange> & <http://www.dot.il.gov/I57-294/default.html>

Overall Progress Last Report: The partial interchange opened in October 2014.

CMAA's Contribution Last Report: None. CMAA worked with local partners last year to develop a I-294/I-57 Land Use and Economic Development Plan. It is available at the [project's webpage](#).

I-55 MANAGED LANE

Project Status: A Phase I study was initiated in 2012 and was expected to be complete in 2014. However, the study is not yet complete. The scope of work for this project is anticipated to include the addition of one lane in each direction within the existing median of I-55 to accommodate implementation of managed lanes.

Project Website: <http://www.i55managedlaneproject.org/>

Overall Progress since Last Report: In September 2015 IDOT signed a supplemental contract with consultants to continue the project study. The contract will include more traffic modeling and evaluation of access points and the potential need for auxiliary lanes. IDOT has a target date for design approval in summer 2016.

CMAA's Contribution since Last Report: None.

I-90 ADDAMS TOLLWAY

Project Status: Under construction. Work on rebuilding the section between Rockford and Elgin was finished in late 2014. Work on the section between Elgin and the Kennedy Expressway is expected to be finished in 2016. The project includes substantial transit and [intelligent transportation system elements](#). I-90 will be a 21st century corridor linking Rockford to O'Hare International Airport. The Tollway has entered into an agreement with FHWA to be a pilot Connected Vehicle Affiliated Test bed corridor. Improvements include reliable power and communications, advanced traffic management system equipment, vehicle to infrastructure test bed infrastructure, and connected vehicle roadside support. The project includes ramp queue detection which may also function as wrong way driving detection.

Project Website: <http://www.illinoistollway.com/construction-and-planning/projects-by-roadway/jane-addams-memorial-tollway-i-90>

Overall Progress since Last Report:

- Construction continues. Highlights of the current construction include work on interchanges, including the Elmhurst Road interchange, in conjunction with the Elgin-O'Hare Western Access project. Elmhurst Road will be the first diverging diamond

interchange on the Illinois Tollway. A [fact sheet](#) and [video simulation](#) of a diverging diamond interchange has been posted on the Tollway project page.

- As the eastern segment is being rebuilt and a new lane added to provide four lanes in each direction between Randall Road and the Tri-State Tollway (I-294), the shoulders in both directions are being widened to accommodate bus on shoulder service. Pace will construct park and ride lots at Randall Road, Illinois Route 25 and Barrington Road.

CMAP's Contribution Last Report: None.

WEST LOOP TRANSPORTATION CENTER

Project Status: Phase I of the Union Station Master Plan concluded in May 2012. The second stage of the Study started in December, 2012. This work will include three key components: 1) A train operations simulation model of existing and possible future conditions at Chicago Union Station (CUS); 2) A pedestrian flow model of existing and possible future conditions within CUS's passenger areas; 3) A street traffic simulation model of existing and possible future conditions on 40 blocks surrounding CUS. The goal of this stage of the Study will be to establish a robust technical case for implementing the Stage 1 Study's "medium term" recommendations as soon as possible, and it will determine how much capacity (i.e., how many years of growth) these improvements are likely to accommodate. Projects to create a surface bus transfer center and Central Loop BRT are funded and underway. The projects begin to address improving connections between Union Station and other transportation services.

Project Website: <http://www.unionstationmp.org/>

Overall Progress since Last Report: The consultants have completed all work on the Union Station Master Plan and produced a draft final report, which is still under review. There have been a number of meetings between senior leadership of Amtrak, Metra, and the City of Chicago, and Amtrak will soon issue RFP documents for Preliminary Engineering on thirteen key projects identified in the Master Plan. This work will be funded by Amtrak with additional support from the City, Metra, and RTA.

CMAP's Contribution since Last Report: None